



# The Canal Zone Philatelist



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## Canal Zone Covers Flown on the 1930 Graf Zeppelin Europe - Pan American Flight

by George R. Campbell

The 1930 Graf Zeppelin (LZ 127) Europe - Pan American Flight was quite popular among collectors and preparers of flight covers, despite the fact that it occurred at the height of the Great Depression. The United States noted this flight by issuing the famous Graf Zeppelin air mail stamps (Scott Nos. C13-C15) in denominations that paid the postage for cards or covers on various flight segments. Covers originated from many countries "along the route," including the Canal Zone. Many of these are relatively scarce. The *American Air Mail Catalogue* (AAMC Vol. 3, 6th Edition, 2004) notes that 18 Canal Zone covers and cards were carried on the Friedrichshafen - Lakehurst flight and that 45 pieces of Canal Zone mail were carried on the "return" flight to Friedrichshafen. Figure 1 shows a Canal Zone cover, postmarked at Cristobal on May 1, 1930, that was sent by air mail to New York, thence by surface to Germany, where it was placed aboard the Graf Zeppelin for the flight to Lakehurst.



Fig. 1 May 1 cover carried on the "roundtrip"

The 1930 Graf Zeppelin Europe - Pan American Flight left Friedrichshafen, Germany on May 18. Stops were made at Seville, Spain (May 19), Pernambuco, Brazil (May 22-23), Rio de Janeiro, Brazil (May 26), Pernambuco (May 28), Lakehurst, NJ (May 31-June 2), and Seville (June 4), and returned to Friedrichshafen May 6. A planned stopover at Havana, Cuba was cancelled due to bad weather in that area of the Caribbean.

United States postal rates (per 1/2 oz.) for carriage on the 1930 Graf Zeppelin flight were as follows: For dispatch to Friedrichshafen by surface to meet the May 18 departure, and then carriage by the Zeppelin to Lakehurst ("round trip"): post cards, \$1.30; envelopes, \$2.60. For carriage on the "return" leg from Lakehurst to Friedrichshafen via Seville: post cards, 65 cents; envelopes, \$1.30. Mail originating in the Canal Zone required 20 cents additional postage (post cards and envelopes) for air mail to the United States. Hence, the total postage for mail from the Canal Zone for the Friedrichshafen-Lakehurst "round trip" should have been \$1.50 for post cards and \$2.80 for envelopes, and the total postage for the Lakehurst-Friedrichshafen "return" flight should have been 85 cents for cards and \$1.50 for envelopes. In tracking auction listings of Canal Zone-originated mail, there seemed to be many variations on these rates and frankings. Some covers bore only CZ stamps; others had mixed CZ and US franking. Some of the latter displayed apparently "redundant" CZ and US postage for the Zeppelin charges. These observations led me to seek information from other CZ philatelists and to begin to compile a census of Canal Zone covers from the 1930 Graf Zeppelin Europe - Pan American Flight. This is a report on the results that I have compiled thus far, which includes 44 covers and cards.

Dispatches from the Canal Zone were made on the following dates, all bearing Cristobal, CZ machine cancels: May 1, 9, 15, 22, and 29, 1930 (see footnote). Only the May 1 dispatches

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Canal Zone Study Group

Commonly used abbreviations

BEP = Bureau of Engraving & Printing

CZ Stamps = *Canal Zone Stamps*, by Gilbert N. Plass, Geoffrey Brewster, and Richard H. Salz, The Canal Zone Study Group, 1986

CZP = *The Canal Zone Philatelist*

Entwistle = *The Postal Markings of the Canal Zone*, 2nd Edition, by Lawson P. Entwistle, The Canal Zone Study Group, 1992; specific cancels are indicated Entw. ####.

French = *Encyclopedia of Plate Varieties on US Bureau-Printed Postage Stamps*, by Loran C. French, Bureau Issues Association, 1979

Scott = *Scott's Specialized Catalogue of U.S. Stamps*, current edition

Tatelman = *Canal Zone Postage Stamps*, by E.I.P. Tatelman, Canal Zone Postal Service, Mt. Hope, CZ, 1961

ABNCo = American Bank Note Company

NPM = National Postal Museum of the Smithsonian Institution

Journal citations are *Journal Name*, Volume No., Pages, Year.

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## CZ Zeppelin Covers

*continued from page 1*

were timely enough to be carried on the "round trip." The covers I have seen were also carried on the first flight of the Cristobal-Miami Direct Express Service (FAM-5) and received the appropriate cachets. As shown in Fig. 1, the total postage on this cover was paid with \$3.00 in Canal Zone stamps (Scott C3 x 12), which appears to be a 20 cent overpayment. I have recorded 2 cards and 2 covers for this routing. The cards bear \$1.50 and \$1.80 postage in CZ stamps.

There is only one cover recorded that bears a May 9, 1930 Cristobal cancellation. This item, illustrated by Grigore [1], is franked by a Canal Zone Scott No. C5, paying the airmail postage from the CZ to the US. It is addressed to a A. E. Koestler, General Delivery, Lakehurst, New Jersey. A US C14 was presumably added by Koestler in Lakehurst and the cover was sent on its way on the Graf Zeppelin "return" flight to Friedrichshafen.



**Fig. 2 May 15 card carried on the "return" flight via Havana and New York**

I have recorded 9 cards and 10 covers originating in Cristobal on May 15, 1930. All were serviced by "Behrens-Neuheiten-Dienst" of Braunschweig, Germany, and all were sent via Havana, Cuba, as evidenced by backstamps. Curiously, the cards and covers went by different routings to join the Zeppelin. All of the cards were initially addressed to Behrens et al. in New York City, with that address crossed out with red bars, and readdressed to Behrens in Braunschweig. These cards each bear 50 cents in Canal Zone postage, plus a 65 cent US C13 Graf Zeppelin stamp, apparently applied in New York and cancelled by a May 27, 1930 New York - Grand Central Station duplex shown in Fig. 2. All of the May 15 covers were addressed to Behrens et al. in Braunschweig via Havana, and bore \$2.00 total postage in CZ stamps. In addition to the Havana May 16, 1930 backstamp, there is also a Seville hexagon dated June 4, 1930. Hence, these covers were forwarded by surface from Havana to Seville and put aboard the Graf Zeppelin for the final leg to Friedrichshafen, being backstamped there on June 6, 1930, as shown in Fig. 3.

The 11 cards and 6 covers that I have recorded for the May 22 Cristobal dispatch are quite interesting and curious in several respects. They are all addressed to Mrs. A. Kummer in Cottbus, Germany. They all were sent on the "return" flight from Lakehurst to Friedrichshafen. And, they all bear the





**Fig. 3 May 15 cover carried on the "return" flight via Havana and Seville**

correct total postage in Canal Zone stamps (85 cents for cards; \$1.50 for envelopes), plus a US C13 (cards) or C14 (envelopes), cancelled at New York - Varick St. Sta. on May 29, 1930. The US stamps were apparently applied in New York, as some appear to overlap the Cristobal cancel; how this was done, and by whom, is not clear. (See Fig. 4) Thus, it appears that the Zeppelin charges for this series of covers and cards were paid twice - in both CZ and US stamps. Why this was done is also unclear. Some of my fellow collectors have speculated that it could have been done out of ignorance of the rates; or uncertainty whether CZ stamps were valid for the Zeppelin charges; or quite simply, philatelic embellishment.



**Fig. 4 May 22 cover with "redundant" CZ and US postage**

Finally, my census records 3 covers originating at Cristobal on May 29, 1930. These are perhaps the most interesting of all of the 1930 Zeppelin flight covers that I have seen. All were carried on the "return" flight from Lakehurst to Friedrichshafen. Figures 5 and 6 show 2 of these covers, sent to the same addressee, but with distinctly different franking: one is paid entirely with \$1.50 in Canal Zone postage; the other with mixed CZ (20 cents) and US (\$1.30 - C14) franking. The third cover displays a printed "Fairway" cachet at the top showing the Graf Zeppelin and the words "VIA GRAF ZEPPELIN/EUROPE/PAN AMERICAN FLIGHT." This cover bears \$1.50 in Canal Zone postage only. It is addressed to W. D. Peer in Berlin (Fig. 7) and bears the appropriate flight and receiver markings, but it also has \$1.30 in US postage due



**Fig. 5 May 29 "return" cover with CZ postage**



**Fig. 6 May 29 "return" cover with mixed CZ - US franking**



**Fig. 7 May 29 cover with \$1.50 Canal Zone postage but with \$1.30 in postage due stamps on back**

stamps applied to the back! Writing about this cover [2], Dr. Peer relates that he sent two covers, along with \$3.00 to the Canal Zone for dispatch on the "return" flight; one cover was addressed to him in Berlin (Fig. 7) and the other to him in Seville. When the Seville cover was returned to him without Zeppelin flight markings, he sent both covers to the US Post Office Department (POD) in Washington, D.C., requesting that the proper markings be added to the Seville cover so as to match those on the Berlin cover. Not only did the POD refuse his request, but also demanded that he pay \$1.30 for the return of the Berlin cover, stating that "...it was dispatched through inadvertence..." and "...no provision was made for the dispatch by the Graf Zeppelin of articles on which the air mail fee was prepaid with Canal Zone stamps..." Peer paid the \$1.30 and 13 US crayon-cancelled postage due stamps were applied to the back of the Berlin cover. Thus, it appears that CZ stamps

*continued on page 4*



## CZ Zeppelin Covers

continued from page 3

could not be used to prepay the fees for Zeppelin carriage, at least not those sent via Lakehurst. Most of the covers in the current census bear this out, but there are exceptions, as noted, including the May 1, 1930 dispatches, and another one of the covers in the May 29, 1930 group.

In conclusion, the relatively few covers dispatched from the Canal Zone for the 1930 Graf Zeppelin Europe - Pan American Flight bear a quite interesting, and sometimes bewildering, array of frankings. The author desires to continue the census of Canal Zone covers from this flight and would also welcome further information on the "anomalies" reported herein. Please communicate such information and/or scans to [camps@optonline.net](mailto:camps@optonline.net).

Footnote: At least 2 multiply franked SCADTA covers exist [1], with CZ Scott No. C5, cancelled at Cristobal, May 13, 1930, and with a US C14. However, these are not included in the current census because of their Colombian origin.

### Acknowledgements

The author is indebted to many fellow collectors for their input and guidance in the preparation of this report. Among them are Tom Brougham, Cheryl Ganz, Julius Grigore, Jr., Dickson Preston, Tom Russell, Gary Weiss, and Brad Wilde.

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## World War II US Pre-Printed White Paper Civil Censor Re-sealing Labels. Part 1. The US Office of Censorship and Its District Postal Stations

by Paul F. Ammons

Harry Metzler [1-2] wrote that white paper re-sealing labels with pre-printed black text and censor numbers were the first standard, and universally used, World War II (WWII) US civil censor re-sealing labels. They were reported to have been used between January 1942 and November 1943 by several US censor stations that handled mail that originated in the Canal Zone. (See Figs. 1 and 2) The white paper seals were printed on 3 inch wide paper tabs and centrally printed and distributed by the US Office of Censorship (OOC). They were printed at various times with the height of the tab varying from 1¼ to 2½ inches. The 1¼ inch seals were most common in the CZ, but 1½ inch seals were also known to have been used. The reprinting also resulted in varying spaces between the row(s) of words and the row of numerals and in differences in the types of numerals used. Figures 1 and 2 illustrate one of the more common pre-printed white paper English-language re-sealing labels typically seen on CZ-originated mail addressed to the US.

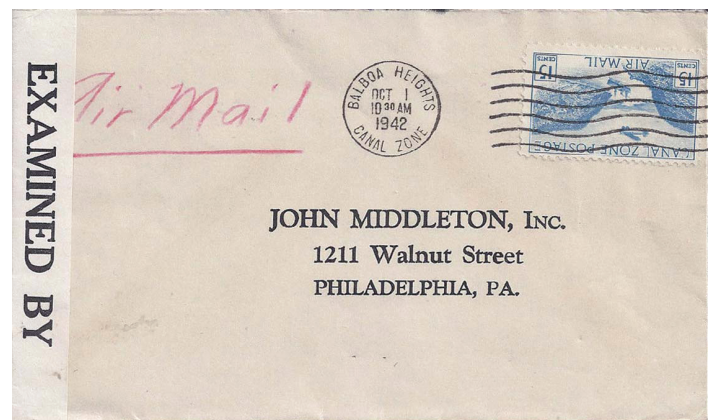


Fig. 1 CZ-originated air mail letter censored by  
Miami censor station - front

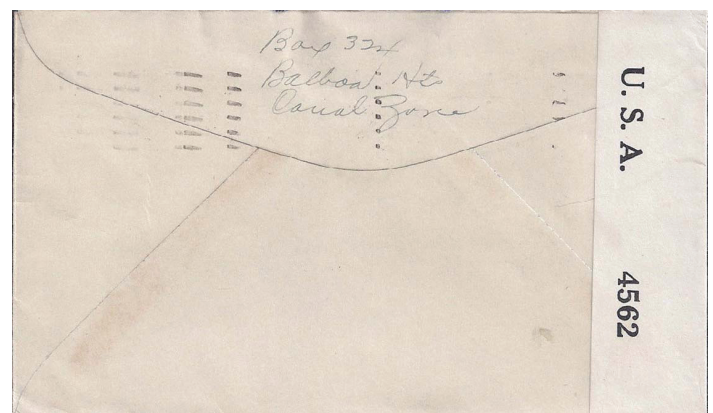


Fig. 2 CZ-originated air mail letter censored by  
Miami censor station - back

These re-sealing labels presented many problems. It was necessary to cut them down to fit narrow envelopes and to piece them out on wide envelopes to assure a complete seal. Frequently it required re-writing parts of the return address. The OOC was also concerned about the fact that the labels



could be easily steamed off. In February 1942, experiments were begun on a transparent, pre-printed, gummed label that came in continuous rolls. After trials at Miami and New York and tests by the Bureau of Standards, the transparent cellophane tape was adopted by the OOC in the latter part of 1942. Its prime advantage was the estimated \$250,000 annual savings that were expected in examiners' time.

As their periods of use overlapped, there is no sharp cut-off date for the cessation of use of the older pre-printed paper re-sealing labels when new transparent re-sealing tapes were introduced. The changeover from pre-printed white paper labels to pre-printed transparent/cellophane tape in the CZ is not fully understood. The latest CZ use of the paper labels is believed to be during November 1943 while the earliest CZ use of the transparent cellophane tape is believed to be during March 1943.

In late December 1943, CZ censors had their 13000 series censor numbers cancelled and were assigned new numbers in the 58000 and 59000 series. [3-4] So far, no 58000 or 59000 series censor numbers have been reported on pre-printed white paper censor labels.

The last major census of pre-printed white paper re-sealing label use on mail that originated in, terminated in, or transited through the CZ was conducted by Harry Metzler and concluded prior to 1980. The summary results of that census were published in *Civil Censorship in the United States During World War II* (B&M). [5] Harry continued to research these seals for at least 15 more years.

This article is the first of two that will explain how the censorship process under the OOC and its District Postal Stations (DPS) worked and efforts to create a new census of label use.

### **WWII Censorship of Canal Zone Mail under the OOC and the Function of District Postal Stations [6-7]**

At the peak of operations, the OOC had District Postal Stations (DPS) in New York, Miami, New Orleans, San Antonio, El Paso, Los Angeles, San Francisco, Seattle, and Chicago, as well as overseas stations in San Juan, Puerto Rico; Balboa, Canal Zone; and Honolulu, Hawaii. Most of the mail passing through continental US DPSs originated in, or was ultimately destined for points in, the continental US and was called US terminal mail. The New York DPS examined some mail between Latin America and the US (originating in, or terminating within, its district), and was the gateway for mail with the European neutrals. The Miami DPS processed South American air mail and was also responsible for all mail to and from Cuba and other Caribbean Islands. Mail on planes to and from Miami was subject to examination at Miami regardless of whether it was incoming or outgoing. New Orleans handled the bulk of the sea mail to and from South America, for during the German submarine menace in the Atlantic these mails were carried in and out of New Orleans rather than New York and, later, began to receive directly air mail from Central and South America. San Antonio handled Mexican mail and Central American air mail. [4] Sub-stations along the Mexican Border examined documents carried by trans-border travelers, and the El Paso and Los Angeles DPSs concentrated on mails to and from Mexico. Honolulu examined mail in and out of the Hawaiian Islands with San Francisco examining some of the mails between Hawaii and other Pacific points

and the continental US. Most of the work at Seattle concerned mails with Alaska. The Chicago DPS devoted most of its examination to Canadian mails, as well as printed matter originating in that area. The San Juan DPS examined trans-Atlantic air mails, which were made available by agreement with the carrier. San Juan also received some mail which was terminal to Puerto Rico.

Balboa processed mostly air mail, and Cristobal sea mail, due to their respective locations within the CZ.

The Balboa censor station opened on December 13, 1941 with Army staff. Between December 13, 1941 and January 1, 1942, a number of civilian personnel were employed. Training of all employees began immediately and carried on along with mail examination. Training of the examiners to qualify them for their important job was standardized to the limits of efficiency, and the usual procedure was to give each recruit a week's basic training in the station, followed by two weeks of intensive work at special tables before they were assigned to posts on the examination floor. Examiners who were to handle specialized material, such as business or financial mail, required additional training and courses were set up in the various specialties. But the most effective training was found to be on the job, by the supervisors and consultants in special fields, who observed the examiners' work and were available to answer their questions.

The Cristobal censor station opened on January 5, 1942, initially with Army staff and, later, with civilian staff transferred from the Balboa censor station.

Postal censorship in the CZ involved (1) outbound "terminal" mail originating in the Republic of Panama (RP) or the CZ bound for points outside the CZ other than to the US proper, (2) inbound "terminal" mail (not previously censored by the US or allied governments) directed to the RP or the CZ, and (3) "transit" or international mail (not previously censored by the US or allied governments) originating in any country and passing through the CZ to any other country other than the US. Transit mail was almost exclusively to and from Latin American countries.

### **Role of the Civil Censor Stations**

US civil censor stations normally did not examine letters passing through the Army and Fleet Post Offices, i.e., mail to and from members of the US armed forces. This mail was handled by Army and Navy censors, who occasionally asked for assistance from US civil censors to clear away any unusual accumulation or to deal with languages other than English in which some service personnel wrote.

Mail ordinarily was not delayed by US civil censors for more than 24 hours. The censor station targets were for air mail to be processed within 24 hours and for surface mail to be processed within 96 hours.

Special handling was required for two types of mail: registered and diplomatic. To safeguard the former in accordance with standard postal procedures, the censors in the registered mail section were bonded and each letter was checked in and out on special postal forms. The communications of accredited diplomats, as well as official mail of the Government, were not opened. This so-called "privileged" mail was the only correspondence not subject to opening by censors. Such mail did flow through the censorship stations where a determination had to be made as to whether

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## White Paper Re-sealing Labels

*continued from page 5*

it was privileged. Part of censorship involved checking addresses and return addresses against watch lists of known or suspected enemy firms, accommodation addresses, agents, etc. It would not be surprising if an intelligence-gathering organization such as the OOC did not check everything it could on the outside of any mail that it had in its possession, including the mail that it could not open. [5]

Besides policing postal channels, the OOC worked with the Customs Service in checking travelers entering or leaving the US. Early in 1942, basic working agreements among the OOC, CZ Bureau of Customs, and Bureau of Posts of the CZ Executive Department provided for the complete examination of all sea mail consigned to the International Transfer Office. Examination of the baggage and papers of airline passengers, supplementing Customs examination, was begun in May 1942 by US Army officers detailed to the Balboa censor station. Modification of basic agreements with the Bureau of Posts during the course of 1942 consisted essentially of (1) procedures for returning all transit air mail to the air mail section of the Balboa Post Office and (2) the priority handling of transit air mail arriving late in the evening, but scheduled for departure around noon the subsequent day. Letters, papers, and other documents carried by these persons were picked up by the customs officials and handed over to censors stationed nearby. Rapid handling was necessary in order not to delay the travelers. To speed up the operation, travelers were encouraged to have their documents pre-censored, by submitting them to censorship in advance of leaving the country. Arrangements were made with the State Department and the airline companies to include information on pre-censorship facilities in instructions issued to prospective travelers. The OOC also publicized the facilities in newspaper stories released by the district stations, and placards were posted in hotels, post offices, waiting rooms, etc.

There was no major censorship activity within the CZ prior to January 1, 1942 and less than 3,000 pieces of mail were believed to have been examined in the CZ during December 1941. However, there are examples of CZ-originated mail being censored by the San Antonio, New Orleans, and Miami censor stations in December 1941. In the early months of 1942, examination of outbound terminal mail from the CZ to the US was conducted, although very large quantities of this mail were, of necessity, released without examination. It should be noted that, at peak staffing, no more than 100 censors were employed in the two CZ censor stations. Careful estimates of personnel requirements for 100% examination of outbound terminal CZ mail directed to the US revealed that a staff of approximately 800 employees would be necessary. After January 1942, outbound terminal mail addressed to the US was examined almost exclusively by the continental US censor station at the US air and sea ports of entry (POE).

Of mail examined in Balboa in 1942, it was estimated that approximately 6,000 pieces were available for examination daily: 2,300 involved terminal incoming and outgoing mail for RP (about equally divided between the two); 2,000 involved terminal incoming and outgoing mail for the CZ (other than to or from the US); and approximately 1,700 involved transit mail between the Americas.

There are many examples of CZ-originated mail addressed

to the US that were not censored either in the CZ or US. The target examination rates for censorship stations were (1) registered, air mail, and transit mail, 100%; (2) outgoing surface mail, 50%; (3) incoming surface mail, 20% and (4) parcel post mail, 5%.

Insofar as RP terminal mail processed by the two CZ censor stations is concerned, the daily workloads on March 6, 1942, and November 24, 1942, given in Table 1, are believed to be typical. The volumes of incoming and outgoing mail were about equal on these two days. Highest volumes were, as expected, to and from Colombia and Costa Rica.

**Table 1. Canal Zone Censor Station Workload by Country for Two Typical Dates**

March 6, 1942				November 24, 1942				
	Incoming Mail		Outgoing Mail		Incoming Mail		Outgoing Mail	
Colombia	283		308		272		218	
Argentina	14		0		48		33	
Bolivia	0		0		1		11	
Brazil	0		0		15		5	
Chile	30		30		23		29	
Ecuador	123		0		49		131	
Peru	66		30		20		30	
Venezuela	34		200		41		102	
S.A. total		550		568		469		459
Costa Rica	190		260		282		204	
Guatemala	6		0		26		5	
David, RP	82		0		0		0	
Honduras	74		20		10		25	
Mexico	25		30		58		67	
Nicaragua	46		80		58		71	
El Salvador	39		60		27		25	
C.A. total		462		450		451		397
Cuba	159		140		51		115	
West Indies	57		62		14		9	
Caribbean total		216		202		65		124
Total		1228		1220		985		980

In Part 2 of this article, I will describe the nature of the white paper labels, their periods of use, and details of the census. I can be reached via email at ammons.paul@gmail.com, by snail mail at P. O. Box 1311, College Station, TX 77841, or via the editor.

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## Canal Zone Postal Card UX4 (S11) Variety

by Irwin Gibbs  
Postal Stationery Editor

In their September 2008 auction, Spink-Shreve listed as lot 1836 a UX2 1c postal card "Head and Canal Zone overprint only" (Fig. 1a).

The overprint is actually "Head and Canal Zone overprint only" UX4 (S11) printed by the American Bank Note Company (ABNCo). UX2 was printed by the Hamilton Bank Note Company. Although the appearance is similar, the heads are completely different.

In 1912 Panama changed suppliers from the Hamilton Bank Note Co. to the ABNCo. Since Panama had no need for a 1c postal card, it was necessary for the ABNCo to design a 1c stamp for the postal card.

It was to be similar to the Hamilton card with the words "CANAL ZONE" incorporated into the vignette. The new postal card UX4 (S10 and S11) was issued in early 1913.

In 1916 the American Bank Note Company printed a 1c envelope U1 which is similar to the UX4 variety. However the words "CANAL ZONE" read up on the envelope (U1a) shown in Fig. 1b and down on the postcard shown in Fig. 1a.

The auctioned postcard has the text printing missing as well as the green frame. Although not verified it may be a proof since the card material is not identical to known S11 postcards. For the present it will be considered a S11 variety and assigned S11b in the recently published *UPSS Canal Zone Postal Stationery, 3rd Edition*.



Fig. 1a  
Head and text from S11



Fig. 1b  
Head and text from U1a

## New Postage Due Handstamp

by Paul F. Ammons

I would like to report the discovery of a new "Postage Due" Informational Marking.

The 20c per ½ oz. air mail letter rate from the CZ to the US was in effect from January 1, 1930 until November 30, 1937. During this time, CZ postal clerks routinely found that mail intended for air mail service to the US weighed a ½ oz. more than the sender believed. If the franking prepaid at least the first ½ oz. air mail letter rate, the mail was routinely marked "postage due" with collection effected by the US post office that delivered the mail.

The cover shown in Fig. 1 is an example of a 2 oz. air mail letter that the sender may have had reason to believe only weighed 1½ oz. As a result, the letter was duly marked "Postage Due" and sent on its way to the addressee.



Fig. 1 Cover with 60c in postage marked  
"Postage Due 20 Cents"

Of interest is that the hand stamp shown in Fig. 2 is not listed in Entwistle [1, 2] and, so far, has not been documented in the *CZP*. The letters are 6mm tall and "POSTAGE DUE" is 32mm wide.



Fig. 2  
Postage Due handstamp

Does anyone have additional examples of this new marking or of any other previously undocumented "Postage Due" informational markings?

## References

- [1] Entwistle, Lawson P., *The Postal Markings of the Canal Zone, Second Edition*, Handbook No. 9, Canal Zone Study Group, 1992, pg. 137-8.
- [2] Entwistle, Lawson P., *The Postal Markings of the Canal Zone, Second Edition*, Handbook No. 9, Addendum – September 1997, Canal Zone Study Group, pg. 5.

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## Study Group News

### President's Report

David Zemer

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Thanks to all of you who made the CZSG Celebration of the 100th Anniversary of the opening of the Panama Canal so successful. 2014 was undoubtedly the year that the CZSG held the most meetings around the US attended by the most people with the most Canal Zone exhibits receiving the most medals ever. We plan to keep the momentum going and have plans reaching into 2020 when we return to WESTPEX as a Guest Society.

### New - CZSG meeting at 2016 Sarasota National Stamp Exhibition

Our family is spending more time in Florida each winter and I attended the last two stamp shows in Sarasota and each time wondered why the CZSG never had a meeting there? These shows take place in February and in general the weather is much nicer than in the northern part of the US or Europe. I contacted Liz Hisey, the Show Chairperson, and she agreed that we would make a good fit starting February 2016. The US Possessions Society has an annual meeting there and our meeting will be back-to-back with their meeting. In 2016 the American Revenue Association will be the guest society – perhaps a good chance to see an exhibit of CZ liquor labels?

So if you are “up North” and need a good excuse to come down to Florida for a week or two next February, now you have it! We also hope that we have a good number of exhibits. They always fill up all of the frames, so it is wise to apply early.

### Stamp Check List

Last but not least: the *CZSG Check List of Canal Zone Stamps and Postal Stationery*, originally published as part of *CZ Stamps*, has been extensively revised. We owe our thanks to the volunteers who have been working hard on this project for the past couple of years. As one of the benefits of being a CZSG member all members who have paid their 2015 membership dues on time will receive a free copy as always.

### Auctions

by Jim Crumacker

The auctions of Canal Zone philately during the fourth quarter, Oct. 1-Dec. 31, 2014, contained a fair amount of lower to mid-value items but not much of rarity other than a few better early covers. This latter category helped to make the period respectable.

The gross sale price of hammer plus commission is presented first in the list below, and is followed in parentheses by the value from the *2014 Scott Catalogue*.

- 1, vert. str. of 3, F-VF on cover (sl. reduced at L, o/w VF), La Boca 7/3/04 to Colon, Crist. transit cds \$1495 (\$1300) Rumsey
- 2, pair, F, on cover (rough open L o/w VF) local cover to Crist. 7/13/04 cds \$460 (\$415) Rumsey

- 2, corner nick o/w VF on cover (reduced at L, o/w F) San Pablo cds 7/12/04 to Bohio, rec'd cds 7/13/04 \$1093 (\$n/a) Rumsey
- 2a, CANAL ZONE invt'd, VF on cover (sl. reduced L, o/w VF) Ancon cds 7/9/04 via Crist. 7/9/04 cds to Colon, rec'd 7/11/04 \$690 (\$800) Rumsey
- 22a, horiz. pair, imperf. bet'w., OG, H, VF \$590 (\$1100) Harmer
- 23c, double ovpt, TG, H, VF+ \$460 (\$700) Rumsey
- 39d, ovpt reading down, OG, H, F+ to VF w/ bottom selvage \$65 (\$200) Harmer
- 48, OG, H, F to VF \$177 (\$450) Harmer
- 67, OG, H, almost VF \$189 (\$500) Harmer
- 67, OG, H, VF \$288 (\$500) Rumsey
- 71b, ZONE invt'd, OG, H, F nat, se in horiz. pair w/normal \$342 (\$351) Harmer
- 84b, ZONE CANAL, OG, H, VF \$248 (\$500) Harmer
- O8, OG, H, F, cto as always \$260 (\$600) RegencySuperior
- U5, mint entire, VF \$153 (\$200) Harmer
- U14, mint entire VF+ \$212 (\$425) Harmer

The names and addresses of the auction houses that offered these lots are:

H.R. Harmer Stamp Auctions	Schuyler Rumsey Philatelic Auctions
260 Walnut Ave., Suite AB	47 Kearny St.
Tustin, CA 92780	San Francisco, CA 94108

RegencySuperior  
PO Box 8277  
St. Louis, MO 63156-8277

### Secretary's Report

Mike Drabik

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czsgsecretary@gmail.com

Hello from the great white north of eastern Massachusetts, where it has been a long, hard, severe winter with over 110 inches of snow to date. Needless to say I'm really looking forward to spring!

By the time you read this report you should have received the 2015 annual dues request. Please note we have had to increase our dues for the first time in over 40 years to maintain our finances in a positive balance. Please submit your 2015 dues payments without delay so I won't need to send out a follow up request.

My report for the first quarter of 2015 follows.

As of March 9, 2015 the Canal Zone Study Group has 552 members.

Please join me in welcoming our newest members:

Perry Goldberg, CZSG #2752	Jason M. Archibald, CZSG #2756
Douglas M. Kalvin, CZSG #2753	Bill Peters, CZSG #2757
Richard M. Bendix, Jr., CZSG #2754	Robert G. Rufe, CZSG #2758
Larry D. Fillion, CZSG #2755	

The following CZSG members have made changes to their mailing addresses:

Rudolph Roy, Jr. CZSG #521	Kunihiko Tamura, CZSG #2584
Edward D. Simmer, CZSG #2178	

It is with great sadness that we note the passing of our fellow CZSG members listed below. We send our condolences to the families of:

Robert J. Hubsmith, M.D., CZSG #640	Michael H. Johnson, CZSG #2709
Douglas K. Lehmann, CZSG #907	

I hope the remainder of 2015 is a great year for everyone. Please remember to invite a new member to join the CZSG!



## CZSG Meeting at AmeriStamp Expo 2015

A good group of members and friends attended the CZSG meeting at AmeriStamp Expo in Riverside, CA in February 2015.



**Fig. 1 CZSG members attending meeting in Riverside, CA were, from the left, Paul Ammons, Larry Fillion, Dick Bates, Richard Spielberg, John H. Morrison, Darrell Kinzler, and Ray Linaweaver**

Those attending the meeting introduced themselves, and told a little about their particular collecting interests. Dick Bates said that David Zemer had planned to attend, but had left shortly after putting up his exhibits to attend to a family matter.

Much of the attention of the Board during the past year has been directed towards participation in shows. Particularly successful has been our role as a sponsoring society at WESTPEX 2015 in San Francisco last Spring, and CHICAGOPEX 2015 outside Chicago in Fall 2015. In addition to these major shows, the CZSG has regional meetings, including WESTPEX and NOJEX every year, APS STAMPSHOW, APS StampExpo, and NAPEX most years. Regular participation will be expanded to include shows in Boxborough, MA in May of this year and Sarasota, FL in February 2016.

Several items in the show-and-tell part of the meeting previewed items about which articles appear in the current issue (or will appear in future issues) of the *CZP*, including the ledger page for the Madagascar UPU Specimens, and plate varieties on Scott Nos. 125 and 128.

### Winners

At the American Philatelic Society's AmeriStamp Expo 2015 held in Riverside, CA in February 2015, Dick Bates' single-frame exhibit, "How Errors and Varieties Arose on Flat Plate U.S. Stamps Overprinted Canal Zone," and David Zemer's single frame exhibit, "The 1920 Panama and Canal Zone One Balboa Stamp from Photograph to Production," participated in the Champion of Champions single-frame Prix d'Honneur. In addition, David Zemer had two single-frame exhibits, "World War I Censorship of Mail in the Canal Zone" and "The 1911 Panama Advertizing Booklet," entered in the open competition, and each of them received a gold. David also received a gold medal for his exhibit "The 1911 Panama Advertising Booklet" at the Sarasota National Stamp Exhibition in February.

Jerry Eller received a silver-bronze award for his exhibit on "Meter Mail from the Canal Zone" at FLOREX 2014 in Orlando, FL in December 2014.

## A Significant Increase in Scott Value for a Canal Zone Error Stamp

by George R. Campbell

There was a significant increase in Scott value for a Canal Zone error stamp. *Scott Catalogue* values for Canal Zone stamps have been relatively stable in recent years, with only incremental changes (+ or -) noted where adjustments have occurred. However, the 2013 *Scott Specialized Catalogue* recorded a very significant increase that went largely unnoticed for one item – Scott No. 23g, which increased from \$6,000 to \$14,000 in "sound" used condition.



**Fig. 1  
Example on piece  
of Scott No. 23g  
inverted center  
and overprint  
reading up**

This is the very rare "inverted center and overprint reading up" on the 2-cent Hamilton Banknote issue of 1906-7 shown in Fig. 1. It occurred on the dark carmine shade on hard paper. The overprint was in dark purple, with 7 1/4 mm spacing between the words CANAL and ZONE. These characteristics are typical of those stamps delivered to the Zone in either late 1907 or early 1908. From an examination of auction catalogs, several of the error stamps of this type (with legible cancels) indicate usage in April 1908. However, the inverted error apparently went unnoticed at the time, as it was first reported in December 1911. Only 9 copies of the stamp have been recorded, all in used condition, and, as the *Scott Catalogue* notes, "almost all examples are faulty to some degree; value with small faults approximately \$6,000." The increase in catalogue value for the stamp in sound condition is believed to be based on the sale of the illustrated item in the January 2011 Harmer-Schau auction of the Jackson collection, where it realized \$14,375, including buyer's premium.

### Upcoming CZSG Meetings

#### Regional Meetings

WESTPEX 2015, San Francisco, CA, April 24-26, 2015  
Meeting: 1:30 PM, Saturday, April 25, 2015

Philatelic Show, Boxborough, MA, May 1-3, 2015  
Meeting: noon, Saturday, May 2, 2015

NOJEX 2015, Secaucus, NJ, May 29-31, 2015  
Meeting: 11:00 AM, Saturday, May 30, 2015

Sarasota National Stamp Exhibition, Sarasota, FL, February 5-7, 2016  
Meeting: TBD

World Stamp Show - 2016, New York City  
Tentative Meeting Time and Date: 2:00 PM, Saturday, May 28, 2016

#### Special Meetings

CZ Exhibits at Collectors Club of NY Meeting  
Wednesday, October 7, 2015

#### As a Participating Society in Future National Meetings

Sarasota National Stamp Exhibition 2018, Sarasota, FL

WESTPEX 2020  
San Francisco, CA, April 24-26, 2020



## An Interesting WWII Censored Cover by Paul Ammons

At first glance, the cover shown in Figs. 1 and 2 is a typical Canal Zone Postal Service (CZPS) official business (OB), registered, surface rate letter with philatelically inspired franking most likely used to remit postal items purchased from the Postmaster, Balboa Heights. Some may consider similar covers common with contrived franking and prefer to collect strictly commercial usages. However, upon closer examination, several issues can be seen on this particular cover.

**Rate.** On the day this cover was mailed in early March 1944, the basic registered mail fee was 15c and the one ounce surface rate to the US was 3c. The franking totals 16c and one might expect that the item was underpaid by 2c. However, there is no indication that postage was due. An email discussion with Tom Brougham, L. Dann Mayo, and Anthony 'Tony' Wawrukiewicz offers a possible explanation. Similar to other examples of World War II (WWII) OB mail from the CZ to the US, while OB air mail required postage, no postage was needed for OB surface mail and only the registered mail fee needed to be paid. Instead of being underpaid by 2c, the cover may actually have been overpaid by 1c.



Fig. 1 Balboa Heights March 4, 1944 registered, censored, surface rate cover – front



Fig. 2 Balboa Heights March 4, 1944 registered, censored, surface rate cover – back

**Transit Time.** According to the back stamps, the cover entered the mail stream in Balboa Heights, on March 4, 1944 and arrived in New Orleans on April 7, 1944. A plausible explanation for the more than 30-day transit time includes (1) having to wait for a ship at Cristobal, (2) the ship, possibly one from United Fruit Company, made several stops along the way to New Orleans, and (3) as many of us know, registered

mail typically takes longer due to the controls in place while enroute. I would be interested to learn if anyone has seen similar delays.

**Censorship.** The censor handstamp applied to the front of the cover indicates it passed through a US censor station without being opened and re-sealed. According to *Civil Censorship in the United States During World War II* [1], the B&M B1.6 censor handstamp was only used by the Chief Postal Censor, Office of Censorship in Washington, DC between January 1944 and June 1945. The back stamps indicate four days elapsed between receipt in New Orleans, LA on April 7th and receipt in Oakland, CA on April 11th, what might be considered normal surface transit time to the west coast by train. There was no time for the letter to have been sent to, and received back from, Washington, DC. A recently re-surfaced copy of a letter [2] that was de-classified in August 1983 offers an explanation [3]. Sometime in early 1944, the New Orleans censor station was assigned B&M B1.6 handstamps with numbers 3379 - 3384, inclusive, for use on privileged mail which was not to be opened and examined. Therefore, the letter was most likely processed by the US censor station in New Orleans and not Washington, DC.

**Control of Registered Mail.** A strict chain-of-custody was maintained by the CZPS and the US Post Office Department (USPOD) on registered mail. L. Dann Mayo and I believe that the number stamped on the back of the envelope, 007206, Fig. 2, is a USPOD control used to track registered mail sent to, and received back from, US censor stations.

**Another example.** The registered, special delivery, air mail cover shown in Figs. 3 and 4 shows similar privileged mail handling. While not technically OB mail, the letter was definitely addressed to a US government agency and may have been treated as privileged mail. The Miami censor station was assigned B&M B1.6 handstamps with numbers 2514 - 2522, inclusive, for use on privileged mail. The Miami USPOD applied a control number, 2798, to the back of the



Fig. 3 Ancon November 17, 1944 registered, special delivery, censored air mail letter - front



Fig. 4 Ancon November 17, 1944 registered, special delivery censored air mail letter – back



cover. The two Miami back stamps, November 19 and 20, 1944, possibly indicate that there might have been a one-day delay between the letter being sent to, and received back from, the Miami censor station. The Washington, DC back stamp indicates a one-day air mail transit time.

**Further Study.** Readers are encouraged to provide complete descriptions, photocopies, or scans, both front and back, of the following:

(1) WWII mail with B&M B1.6 handstamps. This will assist L. Dann Mayo to document earliest and latest reported usages for some of the 17 US censor stations that received those handstamps;

(2) CZ registered, censored mail to the US with control numbers and back stamps.

I can be contacted by email at ammons.paul@gmail.com, by snail mail at P.O. Box 1311, College Station, TX 77841, or via the Editor.

## References

- [1] Broderick, Wilfrid N. and L. Dann Mayo, "Civil Censorship in the United States During World War II," *Civil Censorship Study Group and War Cover Club*, 1980
- [2] Chief Postal Censor, Office of Censorship, Washington DC All-Station Letter No. 164 dated May 16, 1944, subject: Rubber Stamps for Privileged Mail
- [3] Email conversation with L. Dann Mayo

## Scott No. 15 Variety: ANAMAs Only

by Gary B. Weiss

I recently acquired on eBay the stamp shown in Fig. 1. It was described as Scott No. 15 and was noted to have been expertized by the Philatelic Foundation (PF); the certificate was no longer available but was #428394 and was genuine as confirmed on the PF website (pfsearch.org). Of interest to me was the shift of the overprint resulting in the Ps being missing from the PANAMA overprint.

As the PANAMA overprint form was 10x5, there should have been 10 stamps (top row) with P missing (ANAMA only) and 40 stamps with split overprints showing the P at the top of the stamp above the bar, a variety already included in the Check List. I reviewed the other 58 certificates shown for No. 15 and 2 certificates for 15a. Seven certificates (114785, 114786, 118252, 203394, 428394, and 442492, and one for 15a: 438322) showed the missing letter and five showed the split overprint (114786, 144989, 165973, 202355, 440677; the last was "used" but only the stamp and not the cancel was certified as genuine). The certificate listed twice (114786) was for a vertical pair and this was the most dramatic shift with part of the As missing from the top stamp. To my surprise, three of the variety (114786, 118252, 442492) showed the right end of the bar (from column 10). This would imply that these varieties should be quite common involving 150 of the 500 stamps printed unless the shift is greater at top and not present at the bottom.

My stamp was resubmitted to the PF and now has certificate 523868 which describes the stamp as "Genuine, Scott 15 with the letter "P" missing from the left 'PANAMA' and with a small part visible on the right 'PANAMA'." This is pos. 3 with "L" that looks like an "T" in CANAL, the broken E at the top, and confirmed by plating of the PANAMA overprint.



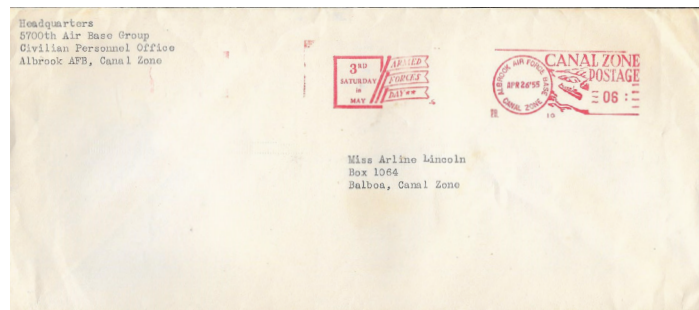
**Fig. 1**  
Scott No. 15 with  
PANAMA overprint  
shifted to read  
"ANAMA"

## Readers' Comments and Editor's Notes

This section continues the practice of including messages sent by our readers started in *CZP* 49(1):5-7 (2013). These are encouraged, and if viewed as of possible interest to the readers of the *CZP*, may be included from time to time in the *CZP* as is being done now.

Jerry Eller wrote that he recently acquired a small lot of covers and lo and behold, there it was, a new unlisted meter slogan. It is a red slogan announcing Armed Forces Day in three stacked Flags to the right of a boxed "3rd Saturday in May" announcement.

The meter shown in Fig. 1 is Type HA for 6c, standard letter rate for the day, and it is from the Headquarters of the 5700th Air Base Group, Civilian Personnel Office, Albrook AFB, CZ.



**Fig. 1** Meter mail for Armed Forces Day from Albrook AFB

Tom Brougham reminded your Editor about a plate variety on Scott No. 128 consisting of a dot in the color of the stamp between the two ones of 11 as can be seen in Fig. 2. Another single copy of this variety appeared recently on eBay. So it has now been found on several individual stamps and has been found on position LL 18 of the plate proof for the only plate used to print Scott No. 128, demonstrating it is a plate variety and not something that happened during printing.



**Fig. 2**  
Scan of plate  
proof for  
Scott No. 128 showing  
the plate variety  
between the two 1s  
in 11 CENTS



## Mauritania UPU Specimens

by Gary B. Weiss

Until 1989, the collection of Canal Zone specimen stamps was extremely limited. In 1989, the first specimen stamps, Madagascar UPU specimens, were reported [see *CZP* 25:1-2 (1989)]. For several years, this remained the only report of Canal Zone specimen stamps. Additional Madagascar UPU specimens were reported by Clyde Jennings [see *CZP* 31:6-7 (1995)] and included in the Paul Kravitz postage due exhibit (these examples were missing from his collection when it was sold). A full listing of these specimens has not been compiled as the group was sold separately and the buyers and possibly some of the sellers did not know the extent of the material. Owners should notify the Editor of their holdings.

At the same time, the major event for specimen collectors occurred, the sale of the American Bank Note Company archives. This was reported in a series of articles beginning in *CZP* 31:9-10,12-13 (1995) and continuing for several years. The next report was a brief comment without illustrations of the sale of the Portuguese Colonial UPU Specimen Archive including Scott 120-135 and C15-20 [see *CZP* 36:14 (2000)]. Illustrations can be sent to the Editor.

It had been quiet until December 2014 when the Siegel Auction Galleries sold three lots of US specimens from the Mauritania UPU reference ledger. Lot 1076 included the complete set of Famous Americans (Scott No. 859-893) in strips of three on four parts of the ledger book. One of these is shown in Fig. 1.

The description mentions that a strip of three of Canal Zone No. 113 was included. I was lucky to notice this. The



Fig. 1 Part of page from Mauritania ledger book



Fig. 2 Scott No. 113 with specimen overprint



Fig. 3  
Specimen overprint on  
US Scott No. 887, contrast  
enhanced with PhotoShop

strip is at the bottom center of the page and is shown as Fig. 2. The magenta overprint is in three lines reading "SPÉCIMEN/ COLLECTION/MAURITANIE" and is shown more clearly in Fig. 3. Obviously, other specimens of Canal Zone stamps with this specimen overprint exist but have not yet appeared on the philatelic market. We should all watch for their appearance.

## Fascinating PSN Perfin Multiple

by Gary B. Weiss

A recent eBay purchase (lot number 201299828980) was a small collection of Pacific Steam and Navigation Company (PSN) perfins. The seller, Bruce Brunell, correctly described the lot as containing a block of four stamps with two stamps being double punched. There was active competition with 27 bids and a final price of almost \$300 when the lot closed on March 10, 2015. The block of Scott No. 139 with PSN perfin is shown in Fig. 1a. The holes from the perfin are hard to see from the front and are confusing. These stamps were used from Cristobal on July 19, 1957.

The reverse makes the situation clearer. The lower right stamp of the block (as viewed from the front) shows a single "normal" PSN perfin with the "P" oriented vertically with the loop at top and pointing left. The stamp at top right shows a single poorly punched PSN perfin with the "P" oriented vertically with the loop at bottom pointing left. This pair represent a very scarce variety, a *tête bêche* pair. The pair on the left contains the same *tête bêche* perfins. In addition, each stamp has a second PSN perfin with the "P" oriented horizontally with the loop at left pointing up. It can be speculated that this second perfin was punched because the first punch was indistinct. The second perfin overlaps the first. This results in a block of four with four distinct perfin varieties. Upper left is double punched, orientations 4 and 8; upper right is orientation 4; lower left is double punched, orientations 2 and 8; lower right is orientation 2. (See Figs. 1a, 1b)

Doubly punched PSN perfins are rare. The only other example I am aware of is a single of Scott No. 108, both orientation 7, offered as lot 182 in the 2014 CZSG auction.



Fig. 1a Front of a block  
of Scott No. 139 with four  
distinct varieties of the PSN

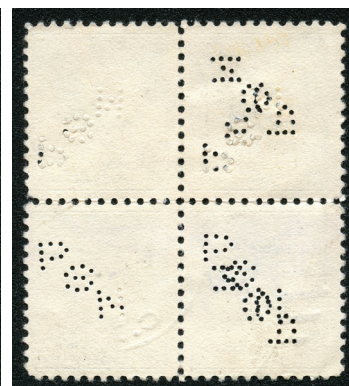


Fig. 1b Reverse of  
block in Fig. 1a